

The China Mail.

Established February, 1845.

VOL. XLI. No. 6716.

號二月二年五十八百八千一英

HONGKONG, MONDAY, FEBRUARY 2, 1885.

日八十月二十年申甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

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AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAVAGE & CO., Square, Singapore. C. HETZEL & CO., Manila.

CHINA.—Mazza, Monte A. A. de MELLO & CO., Swetow, Quelpot & CO., Foochow, Hengchow, & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO.

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THE NEW ORIENTAL BANK CORPORATION, LIMITED.
(Incorporated in London on 18th July, 1864, under the Companies Acts 1862, to 1883.)

LONDON BANKERS:
UNION BANK OF LONDON, LTD.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 % per annum.

" 6 " " 4 1/2 " "

" 12 " " 5 1/2 " "

Current Accounts kept on Terms which may be learnt on application.

H. A. HERBERT,
Manager.

Hongkong, September 15, 1884. 1556

Notices of Firms.

NOTICE.

OWING to the DISSOLUTION of the Firm of HUGHES & LEGGE, I will Continue the BUSINESS of SHARE and GENERAL BROKER and AUCTIONEER in my own Name from this date.

E. JONES HUGHES.

Hongkong, January 1, 1885. 9

NOTICE.

M. R. B. B. DALTON SAYLE was Admitted a PARTNER in my Business from the 1st Instant, and the Name or Style of the Firm in future will be 'W. E. LUXLEY & CO.'

W. R. LUXLEY.

Hongkong, January 13, 1885. 76

Intimations.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Thirty-Seventh Ordinary Half Yearly MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 62, Queen's Road, on WEDNESDAY, the 4th February, at Three o'clock in the Afternoon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts, declaration of Dividends, and electing Directors and Auditors.

The Transfer BOOKS of the Company will be CLOSED from the 22nd Instant to the 4th February, inclusive.

By Order of the Board of Directors,

T. ARNOLD,
Secretary.

Hongkong, January 15, 1885. 79

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Yearly MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, No. 14, Praya Central, on TUESDAY, the 24th February, at 3 p.m., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to 31 December, 1884.

The Transfer BOOKS of the Company will be CLOSED from TUESDAY, the 10th, to TUESDAY, the 24th February, both days inclusive.

By Order of the Board of Directors,

D. GILLIES,
Secretary.

Hongkong, January 28, 1885. 173

VICTORIA HOTEL, Praya and Queen's Road Central, Hongkong.

THIS extensive and well-appointed establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been enlarged and improved, and now forms the principal Hotel in the place.

The rooms are all well appointed and have just been furnished in a most comfortable and handsome manner, suited to the requirements of the Fair Past.

The accommodation and service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall.

The Hotel also contains handsome and comfortable reception, Reading, Billiard and Smoking Rooms.

The Hotel is unsurpassed for comfort, convenience and quick service.

MESSRS. DORABEE AND HING KEE,
Proprietors.

Hongkong, September 15, 1884. 1559

NOTICE.

THE MITSU BISHI MAIL S.S. Co., having taken over the NAGASAKI DOCK, SHIP AND ENGINEERING WORKS, are now prepared to Dock and Repair Vessels, at moderate terms.

The DOCK is one of the largest and best in the East, being 431 feet long and 89 feet broad, and having a depth of water on blocks at spring tides of 37 feet and neap tides 22 feet.

The SHOPS contain Machine-tools of all descriptions and compound Engines up to 1,000 Horse-power. The heaviest-class of work can be undertaken at the shortest notice.

Powerful lifting SHEARS are being erected.

For further Particulars, apply to

H. J. H. TRIPP,
Agent.

Hongkong, December 18, 1884. 2135

WITH Reference to the above, BUSI-

NESS will be Commenced on the

1st MAY, 1884.

For the

HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, April 25, 1884. 715

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Hongkong, April 25, 1884. 716

For Sale.

JUST LANDED.

EX 'GLENEARN.'

OUR NEW MAKE

OF

ENGLISH

BOOTS AND SHOES.

LANE, CRAWFORD & CO.

Hongkong, January 24, 1885. 130

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For the

HONGKONG & SHANGHAI BANKING CORPORATION,

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Chief Manager.

For Sale.

FOR SALE.

FAIRBANKS' SCALES.

D'EOVE'S NONAREL KEROSINE OIL.

PAINTS and OILS, TALLOW and TAR, PITCH and ROSIN.

AN INVOICE OF PARLOUR AND COOKING STOVES.

EX LATE ARRIVALS.

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CHATEAU LA TOUR, pints & quarts.

1832 GRAVES, " "

BREAKFAST CLARET, "

MAGNUS MANZANILLA & AMON-TILLADO.

SAUCON'S OLD INVALID PORT (1848).

HUNT'S PORT.

1 and 3-star HENNESSY'S BRANDY.

COEURVOISIER'S BRANDY.

FINE OLD BOURBON WHISKY.

KINAHAN'S LIQUOR WHISKY.

ROYAL GLENDEE WHISKY.

BOURG'S OLD TOM.

E. & J. BURKE'S IRISH WHISKY.

ROSE'S LIME JUICE CORDIAL.

NOELLE PEAT & CO.'S VERMOUTH.

JAMESON'S WHISKY.

MARSHAL.

EASTERN CIDER.

CHARTREUSE.

MARASCHINO.

CURACAO.

BASS'S ALE, bottled by CAMERON and SAMPTERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. & J. BURKE, pints and quarts.

DRAUGHT ALE and PORTER, by the Gallon.

ALE and PORTER, in hogsheads.

MILNER'S PATENT FIRE-PROOF SAFES, CASH and PAPER BOXES, at Manufacturer's Prices.

Sole Agents for MESSRS. TURNBULL, JR., AND SOMERVILLE'S

MALTESE CIGARETTES.

MacEwen, FRICKEL & Co.

Hongkong, January 8, 1885. 40

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL THEORETICAL AND POPULAR ASPECTS,

BY ERNEST J. EITEL, PH.D., TUGING.

THIRD EDITION.

REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD & Co.

Hongkong, August 20, 1884. 1393

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A Reduction of 10 per cent. will be allowed to purchasers of Ten or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kangchi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purpose of a philological guide to students.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co.

Hongkong, January 15, 1885. 151

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:-

ALEXANDER MCNAUL, American ship.

Capt. G. W. David.—Mellchers & Co.

EDWARD L. MARYSBURY, Amer. barque.

Capt. E. M. Knight.—Romodios & Co.

FREDERIC ANSEY, American barque, Capt. J. T. Mart.

ADAMSON, Bell & Co.

GOONEL, American barque, Capt. Wm. R. Hagan.—Adamson, Bell & Co.

INC, German barque, Captain G. Höckelmann.—Wiesler & Co.

INVINCIBLE, American ship, Capt. J. S. Parsons.—Porter & Co.

HARVEY, British barque, Captain Joseph Howie.—Messenger Maritimes.

JESSE OSBORNE, British ship, Captain J. Wilson.—Carlwick & Co.

NICOLAS THAYER, Amer. barque, Capt. Robert E. Crozier.—Master.

PROTHONO, British steamer, Captain G. Hanley.—Arnhold, Karberg & Co.

SAMAR, American ship, Capt. Oliver O. Jones.—Adamson, Bell & Co.

Sugar Dabentures, 1880.

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THE CHINA MAIL.

Assistant Executive Commissioner, to act on behalf of Hongkong at the Colonial and Indian Exhibition.

'AN ENGLISHMAN,' in a letter which appeared in our issue of Saturday, takes exception to the remarks we made on the subject of the new big guns for the Lyco-moon Pass. He puts it that the satisfaction which we expressed over the statement that the sum to be expended for ordnance had been doubled, and the assertion that the light guns are to supplement the heavier pieces, ought to be modified. Our correspondent further states that the heavy guns have been squeezed out of the Home authorities, that the lighter pieces were originally intended to supplement the heavier guns but to stand alone, and that the grant of the larger sum for Hongkong defences has been wrested from the Home Government by the force of public opinion. In a measure we agree with these assertions; but in this Crown Colony of Hongkong we are thankful for small mercies. There can be little doubt, however, that the Colonial Government, and indeed every authority worthy of notice here, are at one with the hon. member (Mr T. Jackson) who has drawn public attention to the inadequacy of the defences of the Island. Having achieved some success in this direction, there is reason to hope that, as 'An Englishman' suggests, we may obtain even more marked concessions. Now that the big guns will be placed, it may reasonably be asked who is to man them; and, in view of the experience gained by experiments at Home and by the French operations at Foochow, how are the men who will be the guns to be protected. Cascaded batteries are now-a-days almost the only kind of defensive works at which men can work their guns in presence of shell-firing; and it would be interesting to know whether the batteries now being prepared for the heavy guns graciously granted to the Colony will furnish that protection to the gunners which the exigency of the times demand. A shell from an ironclad is said to deal death within a radius of thirty yards of the spot where it drops, and if, as is generally believed, the battery at the Lyco-moon Pass does not provide against this possibility, the question where the gunners are to come from may be asked in conjunction with the other, of where they are to go to during an attack. This is a matter which is or should be of vital importance, and we trust that some one will be able to bring pressure to bear upon the Home authorities to have it set at rest.

The settlement of some means for dealing with the finances of Egypt continues to be the subject of an immense amount of diplomatic negotiation in Europe. We are now informed that the Great Powers have accepted the British proposals as a basis for further negotiation on this matter. To obtain an idea of the existing position, this telegram must be read side by side with the previous one referring to the same subject. It stated: 'The British Government announces the acceptance of the counter proposals of the Continental Powers as a basis for further negotiations on the subject of Egyptian affairs; offers to guarantee a loan, but rejects the proposal of a multiple control.' It may be inferred, therefore, that the Great Powers are agreeable to the guaranteeing of a loan by England, which is not the least surprising, and will allow the British Government to remain supreme in Egypt, which is no doubt the important point for which England is contending. The fact that England has been spending too much money in Egypt during the last year or two to warrant the weakening of her hold upon that country just at present. Apart from the millions spent in the campaign in lower Egypt, it has been estimated that the expedition to rescue General Gordon will cost from ten to fifteen millions sterling. Some return is required for that money, and it is not an opportune moment to ask England to vacate the control of affairs in Egypt—in other words, to a 'Multiple Control.'

One of the original British proposals was that certain lands should be allotted to England by way of security for the loan she proposed to guarantee. It is probable that on this point England has made some concessions.

The following is the table of contents of the *Overland China Mail* to be published at 11 o'clock to-morrow morning:

QUOTATIONS, EXCHANGE, &c.	33
SUMMARY OF NEWS.	33
AFFAIRS IN FORMOSA.	33
TAKOW.	33
TAMBOU.	33
TIEN-TIN.	33
HONGKONG.	33
EDITORIAL ARTICLES.—	
The Review of China.	34
EDITORIAL NOTES.	34
CORRESPONDENCE.—	
Sanitary State of the Colony.	35
The Tai-Tai Horror.	35
Defence of Hongkong.	35
POLITICAL INTELLIGENCE.—	35
PRESERVATION OF PRIZES AT THE DIOCESE OF SAN HOME.	35
EAST RACE FOR THE DOUGLAS CHALLENGE CUP.	35
STONEWALL (COLORADO) MINING AND MILLING COMPANY.	35
THE STEELERS INSURANCE COMPANY, LIMITED.	35
THE LOSS OF THE 'ROSSLYN'.	35
THE EMERGENCE IN CAMBODIA.	35
THE CAPTURE OF BHAMO.	35
METING OF THE LEGISLATIVE COUNCIL.	35
THE HONGKONG, CANTON AND MACAO STEAM-BOAT COMPANY, LIMITED.	35
SUPERIOR COURT.	35
MISCELLANEOUS.	35
SALE LIST.	35
COMMERCIAL NEWS.	35
TELEGRAMS.	35
SHIPPING INTELLIGENCE.	40

The German steamer *Elsa* arrived this morning from Haiphong, which port she left on the 30th ult. The news from Tonquin is not starting. The march to Langson has not yet been commenced, General Briere du L'Isle apparently having decided to await further reinforcements before advancing in force. Two of the transports which arrived with troops from Europe about a month ago, are still at anchor in the river at Haiphong. Two large sailing vessels have arrived there with coal from Australia and another from Singapore with timber.

An American contemporary reports that 'the Rev Joseph Cook, the bold philosopher of the unknown, made an attempt the other day to thrash a sleeping earl porter on a Western railway. Brother Cook's general appearance after the controversy proved that the effort was the greatest failure of his life.'

Tim Nagasaki Express says—The French cruiser *Dupleix* took her departure on the 20th Jan., with a full supply of coal and provisions on board. A few days previous to her leaving it was reported that she was bound to Korea, but we think it far more probable that she has gone to Formosa.

We hear that Prince Min, the person first attacked at the dinner in Seoul on the 4th December, is likely to recover from the serious wounds. It is reported that the 'camp' of foreign drilled soldiers, who sided with the Japanese, has been disbanded, and that the men have been distributed amongst the other three camps.—N. C. D. News.

The Nagasaki paper regrets to hear that Mr W. G. Aston, H. B. M.'s Consul-general in Corea, is suffering from very severe indisposition. Mr and Mrs. Aston were passengers from Jen-kiu to Corea by the *Omura*, in company with Count Inouye, and it is sincerely to be hoped that a short visit to that part will be beneficial to his health. During his absence, we believe that Mr W. R. Currie is *charge d'affaires* in Sout, with Mr R. Allen as assistant.

The German schooner *Louise*, Capt. Holm, which arrived at Nagasaki on the 11th January, reports having been stopped and searched by the French man-of-war *D'Estrées* off the south end of Formosa, what is the passage up from Amoy to this port. The search, however, proved entirely satisfactory to the officers entrusted with the duty, and after an entry to that effect had been made in the ship's log book, the vessel was allowed to proceed.

The U. S. S. *Osprey* arrived at Nagasaki from Corea on the 22nd January and she returned to the same country two days later. At the date of her leaving Corea everything was very quiet and no further trouble of any kind was anticipated. Men-of-war in harbour were: British *Esopus*; German, *Iltis*; Chinese *Wei-yuen*. H. M. S. *Thetis* left for Shanghai and Chefoo on the 16th, and the *Esopus* was expected to remain until she returned. Gen. Poole, U. S. Minister to Corea, arrived in the *Osprey*,—leave of absence, we believe,—a d he is expected to proceed to Yokohama in the P. & O. S. S. *Thibet*.—*Nagasaki Express*.

The N. C. Daily News of Jan. 29th says—While steaming through Shipo Roads, the steamer *Mei-fu* observed five Chinese men-of-war. These must be the vessels which left Woosung last week to attempt to raise the blockade of Formosa. One of the vessels was at anchor and the other was proceeding southwards, probably with the intention of ascertaining whether there were any French men-of-war about. It also kept on she would probably fall into the clutches of the Frenchmen who was waiting of Matsuo on the 25th January. Shipo Roads are about fifty miles below Chusan, so the fleet had not got very far when seen by the *Mei-fu*. According to the *Shia-pao* the fleet arrived of Fouchow on the 27th January.—The Mercury of the 28th says—'According to the *Shia-pao*, a telegram was received last night by the Chinese commander of the Woosung Forts, announcing the safe arrival of the Chinese warships *Nanshi*, *Yen-pao*, *Chi-hua*, and *Ching-kang* at Fouchow. It is rather singular that they managed to get through without being detected by the *Mei-fu*, which was at Matsuo on the 25th instant.'

The following despatch, dated 28th December, appears in the American papers:—Marquis Tseng, has warned Earl Granville that the sale to France of seven vessels of the Castle and Montrachet lines now trading between England and the Cape of Good Hope, to China, is a breach of neutrality. The English Government advised the owners of the vessels that no evasion of the foreign enlistment act will be permitted. The semi-official denial of purchase by the French Government is not believed. M. Cadiot, the brother-in-law of M. Rouvier, the Minister of Commerce had charge of the negotiations for the purchase of the vessels. The *Intransigent* charges that the transaction was a piece of official robbery. It is reported that M. Ferry has recalled M. Patenotre, the French Minister to China, and that the French Consul at Tientsin has been ordered to Shanghai. The latter's departure from Tientsin severals all French official relations with him.

It will be matter of regret to the public of Yokohama generally to learn that General Van Buren, the U. S. Consul General, is obliged to proceed home on sick leave. He had previously to his recent trip to Hongkong written to the Department of War for leave of absence, in the event of his voyage south having the desired effect. Unfortunately, within twenty-four hours of his return to Yokohama, the severe cold reproduced the old results, and the doctors had decided that with or without leave, a change of climate was absolutely necessary. Fortunately, the Department was more accommodating than usual, and sent out a telegram granting the required leave of absence, which reached here on Saturday evening. General Van Buren has therefore decided to avail himself of the fact of the *Loss of the 'Rosslyn'*.

THE CAPTURE OF BHAMO.—**MEETING OF THE LEGISLATIVE COUNCIL.**—**THE HONGKONG, CANTON AND MACAO STEAM-BOAT COMPANY, LIMITED.**—**SUPERIOR COURT.**—**MISCELLANEOUS.**—**SALE LIST.**—**COMMERCIAL NEWS.**—**TELEGRAMS.**—**SHIPPING INTELLIGENCE.**

It is notified in the *Government Gazette* that on the 10th instant at 8.30 a.m. the British steamship *Rosslyn* struck on some obstacle (whether rock or wreck is not known) and sank about 15 miles S.E. from C. Baké, C. Taiwan bearing W. by S. latitude 10 deg. 25 min. N., longitude 107 deg. 34 min. E. Masters of ships bound to or from Saigon advised not to pass inside the British Banks.

In view of the approaching Chinese New Year it is notified in the *Gazette* that in the District West of the Cross Roads and of Shing Wong Street, the firing of crackers will be permitted from 4 p.m. on the 14th until 4 p.m. on the 16th February. In the districts East of the Cross Roads and of Shing Wong Street, crackers may be fired only between the hours of 4 p.m. of the 14th and 9 p.m. of the 15th February, subject to the following stipulations:—Crackers shall not be fired within 200 yards of the Roman Catholic Cathedral, Wellington Street, between 7.30 a.m. and 9.30 a.m. on the 15th February. (a) Crackers shall not be fired within 200 yards of St. John's Cathedral or the Union Chapel between 10.45 a.m. and 12.30 p.m. on the 15th. (b) Crackers shall not be fired within 200 yards of St. Peter's Chapel between 5 p.m. and 6.30 p.m. on the 15th.

The *Grenada Herald* of the 20th December says:—The many friends of our townsmen, Mr John Lancaster, who left Greenock over three years ago to superintend the erection of the Taikoo Sing Refinery near Hongkong, will be glad to learn of Mr Lancaster's return home, having completed the work which he went to the land of the Celestials to perform. Before leaving Hongkong, Mr Lancaster was underlined a super by the workmen connected with the refinery, and presented with a massive gold chain and gold Maltese Cross, the latter having a suitable inscription. The Taikoo Sing Refinery, which is situated about a mile outside the city of Hongkong, is the largest public work in the Chinese Empire. The works are one thousand feet square, and the foundation is 17 feet deep, with a basement on the surface of 11 feet. The machinery, which is on the most improved principle, was sent out from Greenock by Messrs Blake & Bardy, and is working in every way satisfactorily. 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THE CHINA MAIL.

No. 6715.—FEBRUARY 2, 1885.

INSURANCES.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.
THE Undersigned are prepared to accept Risks on First Class Godowns at 3 per cent. not premium per annum.

NORTON & CO., Agents.
Hongkong, May 19, 1881. 938

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & CO.

Hongkong, July 26, 1872. 496

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882. 14

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company are prepared to grant Policies on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & CO.

Hongkong, November 5, 1883. 855

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE)

CAPITAL, TWO MILLIONS STERLING.

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & CO., Agents, Hongkong & Canton.

Hongkong, January 4, 1867. 100

Intimations.

The Overland China Mail.

SUBSCRIBERS to The Overland China Mail will be glad to learn that arrangements have been made for publishing that journal weekly in future instead of fortnightly as at present.

This change, which will be permanent, has been made simply to keep pace with the times. During the existing troubles in the Far East it is of special importance that a weekly budget of China news should be prepared. Under the present arrangements political and commercial news, perhaps of the greatest interest, may be kept back for a fortnight. The change will not only be welcome, but will be of great value, both to those on the Coast Ports and in the interior, who find the Overland a more convenient form of newspaper for their practical than the daily journals.

Practically the Overland will be, in future a weekly newspaper for the Far East, with special commercial news, and special tables of shipping and other information, complete for the week. The various reports and other news will be given fully as they appear in the China Mail.

As the subscription will remain the same as hitherto (\$3 per quarter), the change will be made without additional expense to subscribers. Single copies will be sold for thirty cents, a reduction of 20 cents on the present price.

The attention of advertisers is directed to a weekly newspaper, which is circulated among old China hands' and others, both at home and in the Far East, who do not take the daily journals.

The Overland China Mail will be regularly posted as hitherto from the China Mail once to subscribers, on their address being forwarded to us.

China Mail Office,
Hongkong, October 17, 1884.

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR

RUM DAILY A FERRY BOAT between Peden's Wharf and Tsim-Tsa-Tui will take the following hours:—This Time Table will take effect from the 1st November, 1884.

WEEK DAYS. SUNDAYS.

Lane's Wharf, Lane H.K.	Lane's Wharf, Lane H.K.
6.00 A.M. 7.00 A.M. 8.00 A.M.	7.00 A.M. 8.00 A.M.
8.00 " 9.00 " 10.00 "	9.00 " 10.00 "
9.00 " 10.00 " 11.00 "	10.00 " 11.00 "
10.45 " 12.30 P.M. 1.00 P.M.	12.30 P.M. 1.00 P.M.
12.45 P.M. 1.30 " 2.00 "	1.30 " 2.00 "
1.30 " 2.00 " 3.00 "	2.00 " 3.00 "
2.20 " 3.00 " 3.20 "	3.00 " 3.20 "
3.20 " 3.50 " 4.20 "	3.50 " 4.20 "
4.10 " 4.50 " 5.10 "	4.50 " 5.10 "
4.50 " 5.10 " 5.50 "	5.10 " 5.50 "
5.25 " 5.40 " 6.10 "	5.40 " 6.10 "
6.05 " 6.30 " 7.00 "	6.30 " 7.00 "
6.50 " 7.05 "	7.05 "

FREDERIC ALGAR,

COLONIAL, NEWSPAPER & COMMISION AGENT,
11, Clement's Lane, Lombard Street,
LONDON.

THE Colonial Press supplied with Newspapers, Books, Types, Ink, Presses, Papers, Correspondents, Letters; and any European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, triple, &c., as the case may be, but are not to be packed in parcels, unless registered, and then only to the amount of \$10.

The public are cautioned not to confound these facilities with a *Parcel Post to Europe*, &c., which does not exist.

It is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duty.

2. This Regulation prohibits the sending of Patterns of valuable articles, unless the quantity to be sent is so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—Books and Papers—to British Offices, 2 lbs.; to the Continent, &c., 4 lbs. Patterns—to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

4. The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 6 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

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